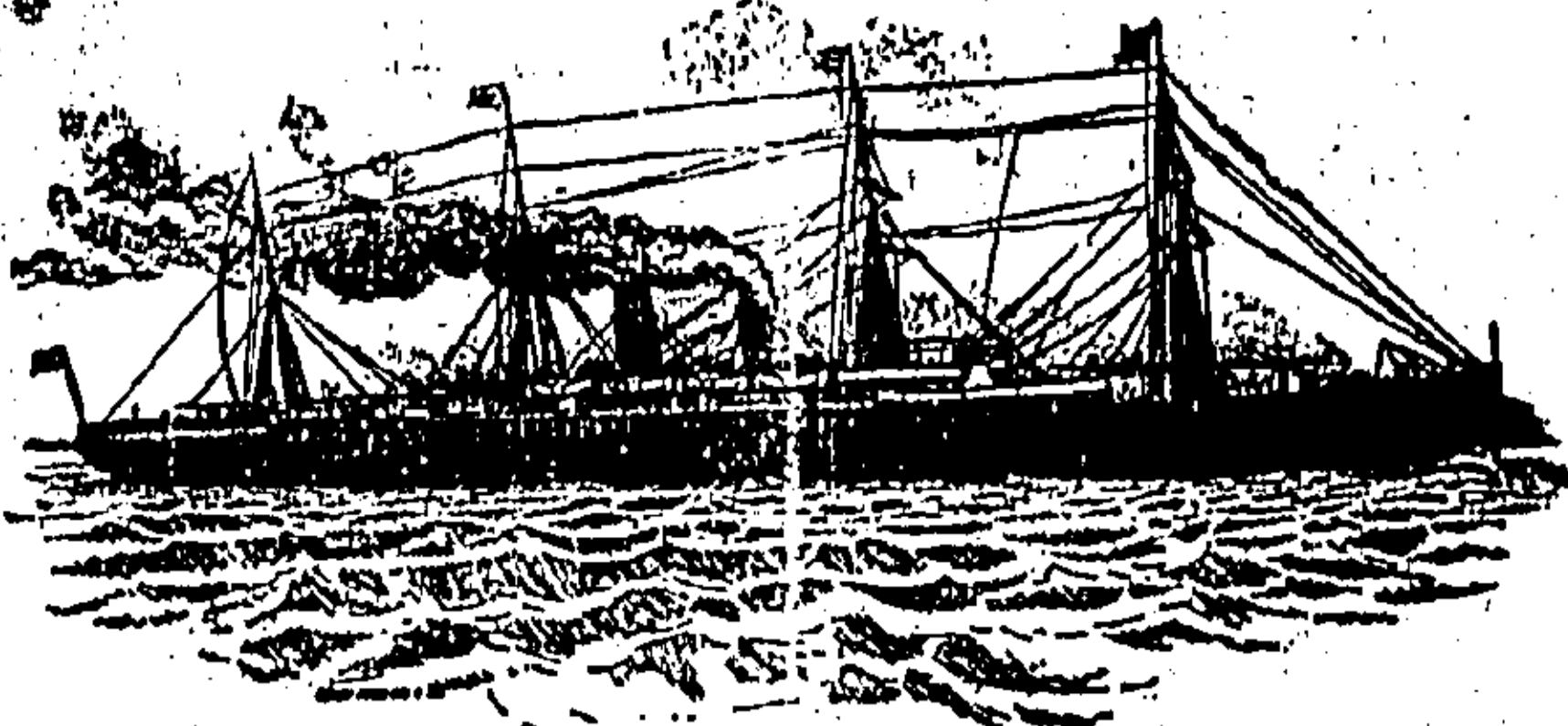




# Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

### PROPOSED SAILINGS FROM HONGKONG.

"DORIC" .....	4,784 Gross Tons	SATURDAY, 9th July, at Noon.
"SIBERIA" .....	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC" .....	4,352 "	TUESDAY, 2nd August, at Noon.
"KORBA" .....	11,276 "	SATURDAY, 13th August, at Noon.
"GARLIC" .....	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA" .....	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA" .....	5,060 "	THURSDAY, 15th September, at Noon.
"AMERICA MARU" .....	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are, confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

### FEATURES OF THIS LINE.

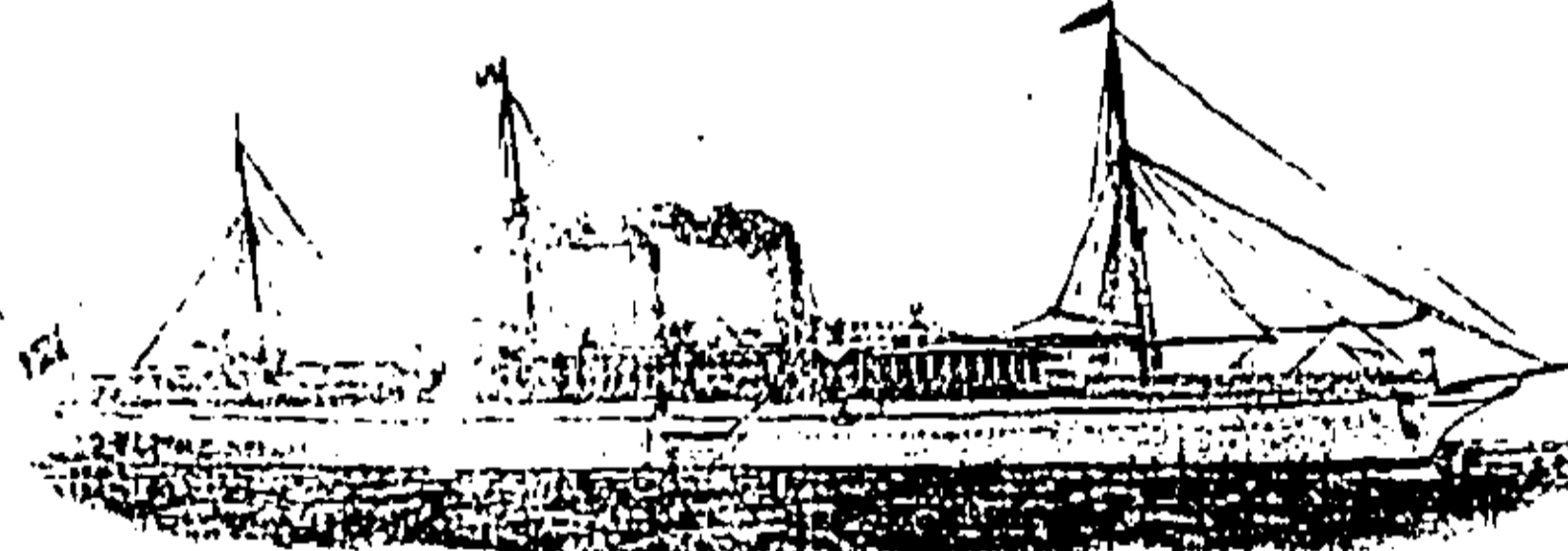
The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 8th July, 1904.

E. W. TILDEN, Agent.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" .....	6,000 Tons	WEDNESDAY, 13th July.
"ATHENIAN" .....	2,440 "	WEDNESDAY, 20th July.
"EMPRESS OF CHINA" .....	6,000 "	WEDNESDAY, 3rd August.
"TARTAR" .....	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA" .....	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 21st September.

Hongkong to London, 1st Class ..... via St. Lawrence £60. | via New York £62. |

Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail ..... £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-  
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,  
apply to

Hongkong, 8th July, 1904.

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

### PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LARISZ	HAVRE and HAMBURG.	26th July.
von-Hoff .....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BADENIA	HAVRE and HAMBURG.	10th August.
Roerden .....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SPEZIA	HAVRE and HAMBURG.	25th August.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
Mitlauff .....		
ANDALUSIA	HAVRE and HAMBURG.	5th Sept.
Schmidt .....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA	HAVRE and HAMBURG.	20th Sept.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 6th July, 1904.

### TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

### THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VOUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

# Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,363 tons	Captain R. D. Thomas.
"POWAN" .....	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" .....	2,200 "	W. A. Valentine.
"HANKOW" .....	3,073 "	B. Branch.
"KINSHAN" .....	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M.  
and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday  
excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River,  
Special attention is drawn to their Superior Saloon and Cabin accommodation.

### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons	Captain H. D. Jones.
------------------------	------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For  
further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

### CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	219 tons	Captain T. Hamlin.
-----------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about  
7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about  
7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	588 tons	Captain J. Wilcox.
"NANNING" .....	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday at about 8 A.M.; and the other leaves Wuchow for Canton on the same days at about  
8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation  
and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH	"	First half of August	"	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

### THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 4th July, 1904.

# Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
No. 4, 101 HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

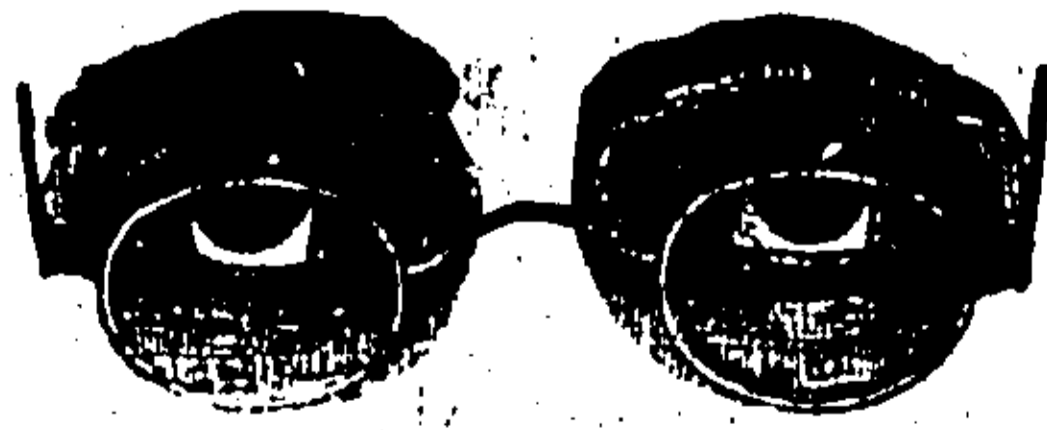
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.  
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

### TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIRMSSEN & CO.

Hongkong, 10th January, 1905.

### LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

# Intimation.

## THE YOKOHAMA DOCK CO., LTD.

### No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

### No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work; and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and  
SPIRITS direct from the Growers in France, we are in a position to supply these  
requisites of the best quality and at the lowest possible prices, thus defying competition.

### EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rouge.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

### CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,  
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—  
Mousseux Blue Seal } \$38 per doz. qt.  
White Star } Moët & Chandon. { 42 " " "  
Brut Impérial } 50 " " "

### WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.

Black and White, at 17.50 "

Royal Household, at 20.50 "

We request of our customers the favour of a trial of the products we offer, being convinced  
that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

## THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING  
and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 111

Ice House Road.

Now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE in  
the Colony or in any part of the Far East.

GROUPS and VIEWS

as usual.

1784

# Hotels.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th October, 1902.

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

[illegible]

## Intimations.

**A. S. WATSON & Co., LIMITED.**

WINE MERCHANTS.

ESTABLISHED 1841.

## CLARETS.

	Per Case	Per Case
	1 doz. Bts.	1 doz. Pks.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
ARMALHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROVERS; they are of exceptional value and in fine condition.

## THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO., LIMITED.**

Hongkong, 20th June, 1904.

TELEPHONE NO. 155.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

## A CHEE &amp; CO.,

祥利廣  
17, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.

COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th January, 1904.

**E. C. WILKS & Co.,**

MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.

## COLLISIONS and Damages Surveyed.

Salvage Work undertaken.  
Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.

Contract for New Tonnage on reasonable terms  
with First-class Builders.  
A large stock of Canadian Asbestos and  
Asbestol goods kept.

Agents for Messrs. Allen & Sons' Electrical  
Plant and Centrifugal Pumps.  
Telegram Address: Telephone:—No. 358.  
MARINEWORK.

Hongkong, 3rd May, 1904.

## NOTICE

All communications intended for publication in  
The "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the  
world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## BIRTH.

At Government Civil Hospital, on the 8th  
inst., the wife of JAMES WALKER, of a son. 1809

## DEATH.

Died at his residence, Bombay, yesterday,  
the 7th July, 1904, DORABJEE NOWROJEE,  
late of the Victoria and King Edward Hotels,  
Hongkong. Aged 80. Deeply regretted. 1810

## The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 8, 1904.

## A LINK WITH THE PAST.

The numerous friends of the late Mr. Dorabjee Nowrojee, of the Victoria and King Edward Hotels, will, doubtless, very much regret with us, the death of the old gentleman which occurred at his residence Khetwaddy, Grant Road, Bombay, yesterday at the advanced age of 80. The deceased left these shores in April last after a residence in China, off and on, of over 52 years during which, in his humble and unostentatious way, he contributed his mite to the making of our thriving and prosperous city. He was an entirely self-made man, and was a notable instance of the good old type of the small band of Parsees—now, alas! fast disappearing—who, without education but with a large share of benevolence through sheer force of character and with an indomitable perseverance, made their mark and rose from indigence and poverty to riches and affluence, and who have contributed in no small degree to the looming of an infinitesimal small community so largely before the world. The deceased came over to China in 1852 in an old East Indiaman, the *Charles Grant*, working his passage, and on arrival in Hongkong he took service on board one of the river steamers under Messrs. Lyall Still & Co.'s management, as a steward. After a couple of years he joined Messrs. Duddell & Co., bakers and confectioners, of Hongkong, as an assistant and on Mr. Duddell's death young Dorabjee took over his business. At this juncture occurred the bread poisoning episode, and Mr. Dorabjee applied for, and obtained, the contract for supplying H.M.'s navy with bread and biscuits which he has retained up to this date. He also built large and spacious godowns at Wanchai and started storage business, thus relieving a sore congestion of trade under which the Parsee and Indian merchants were labouring for some time past. He now started the steam-ferry service between Hongkong and Tim-ta-tsu, and undertook the management of the Hongkong Hotel. After some years he built the Victoria and then the King Edward Hotel, which was opened in October 1902. The deceased gentleman was very popular amongst the Parsee community, was very lately unanimously elected one of the Trustees of their Charity Funds, and to his no small credit may it be said that he never had, or has left, a personal enemy behind him. He was a member of the Hongkong Jockey Club up to the time of his death, and always took the keenest interest in the annual race meetings. His charities were numerous and purely Catholic, no distinction whatever being made in caste, colour or creed.

## LOCAL AND GENERAL.

THE Rt. Hon. Joseph Chamberlain is 68 to-day.

DRIVERS and stokers of the Singapore Fire Brigade get \$25 and \$12, respectively.

THE American transport *Solace* has arrived from Woonsoo with 200 naval drafts aboard.

FOUR additional plaque cases, since noon of yesterday make 401 since the beginning of the year.

THERE will be no band performance at the King Edward Hotel to-night, on account of the death of Mr. Dorabjee, the proprietor, at Bombay.

THE first division of the French fleet, comprising the battleships *Montcalm*, *Sully*, and *Guys*, the gunboats *Vigilant* and *Pistole*, and the torpedo boat *Prende* left for Shanghai this morning.

As a mark of respect to the late Mr. Dorabjee Nowrojee, his co-religionists in Hongkong will assemble, under the presidency of Mr. H. N. Mody, at the Parterre Club, Elgin Street, at 3 p.m. to-morrow to perform the third day ceremony known as "Uthama."

HERE is a chance for Raub, the Duff Development Company and other mining concerns in Malaya. "On Monday next (June 2) at the Westminster Palace Hotel, Professor Silvanus Thompson is to exhibit an apparatus by which electrical waves have located subterranean lodes and ore bodies." There is a fine field before the "electric prospector" if it can be trusted to do its work accurately to a fair depth.—S. F. Press.

By kind permission of Lt.-Col. Fremonger and Officers, the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

## PROGRAMME.

March....."Cavillon et tambour".....Rosenstein.  
Overture....."Nell Gwyn".....German.  
Selection....."The Turret".....Nonington.  
Serenade....."Love's Idleness".....Macheth.  
Selection....."A Chinese Honeymoon".....Talbot.  
Valse....."Blue".....Margis.  
Two Steps....."Hawaiah".....Moret.  
God save the King.

PROGRAMME of music to be performed by the band of the 114th Mahrattas on the new parade ground on Monday next, the 11th inst., from 5 to 6.30 p.m.

Festive March in "D".....Smart.  
Cverture to "Benjamen Strelche".....Suppe.  
Selection from "Hocaccio".....Suppe.  
Transcription from an Organ Composition.  
"Intermezzo".....A. Hollins.  
Selection from "Der Freischutz".....Weber.  
Transcription from an Organ Composition.  
"Angelic Voices" No. 1.....E. Batiste.  
God save the King.

THE Right Revd. Joao Paulino Azevedo e Castro, the new Bishop of Macao, who left for Singapore by the German mail steamer *Seydlitz*, is expected there on Monday and on the 17th in the morning in the Portuguese Church of St. Joseph, the Bishop will hold a confirmation service and pontificate at high mass. As this is the first official visit of the Bishop to the Portuguese Missions at Singapore and Malacca, which are directly under his control, there are many subjects which require his personal attention, says the S. F. Press, and amongst the most pressing need in Singapore is a new Church to replace the somewhat antiquated and dilapidated Church of St. Joseph.

## THE CIVIL SERVICE IN INDIA AND THE BRITISH EAST.

## ITS SUCCESS IS ADMITTED.

The civil service of India and other British provinces in the east is a matter of national pride, and no one can study its records and its methods without admitting its success and superiority to the ordinary official administration of other governments.

The reason for the character and efficiency of the official staff in Egypt, India, Burma, Ceylon, the Straits Settlements, the Malay Federation, Hongkong and other British provinces in the East is easily found. The government gets good men because it offers suitable inducements, permanent at large salaries, rapid promotion for merit, with liberal leaves of absence, and pensions upon retirement at the termination of certain periods of service. Our government must adopt a similar policy in the Philippines if it would have an equally good administration. Every congressman and every other person interested in the administration of affairs at Manila, particularly President Roosevelt, Secretary Taft, Governor Wright, and those who have immediate control of affairs, should carefully study the salary list of the British colonies in the east, particularly that of India, the conditions of appointment, and the regulations governing the civil service.

There has already been considerable criticism of the large salaries now paid to officials in the Philippines, but it comes from people who know nothing whatever of the requirements necessary or the compensation received by similar officials in other parts of the East. I have a comparative statement showing in American gold the salaries paid in the Philippine islands, in British India, Ceylon, the Straits Settlements, Hongkong, and other British colonies to officials of corresponding rank or performing similar duties, and I suggest that it is worthy of the attention of those who are taking an interest in this subject.

Governor...\$15,000 81,092 25,755 24,250 24,250

Priv. sec. to governor...2,500 8,248 970 1,355 1,355

Exec. sec. ...7,500 14,118 8,245 10,300 7,760

Asst. execu. ...4,000 8,245 3,233 4,800 4,947

Heads of de. ...10,500 14,958

Auditor...7,000 14,118 5,820 4,100 5,420

Treasurer...7,000 9,258 5,820 6,000 5,420

Chief justice...7,500 23,818 8,880 13,500 8,130

Associate justices...7,000 14,948 5,820 8,400 6,205

Judges, court of 1st inst...5,500 14,058 5,820

Clerk of Supreme Ct...3,000 8,248 1,940 5,405 3,495

Attorney gen...7,000 12,702 5,820 7,175 6,205

Solicitor gen...5,500 8,245 3,233

You will notice that although the governors of Ceylon, Hongkong, and the Straits Settlements have duties and responsibilities that are insignificant compared with those imposed upon Governor Wright of the Philippines, they get about \$10,000 a year more salary than he. And the heads of departments in India receive as

much as the governor of the Philippines. The chief justice of Hongkong's little settlement not so large as the District of Columbia, has \$3,000 a year more than the chief justice at Manila and the chief justice of India has \$16,000 more, while the associate justices in those colonies get twice as much as in the Philippines. The judges of the lower courts nearly three times as much, and other judicial officers corresponding advances. It is refreshing occasionally to discover that one of our men gets more salary than the Englishman. This peculiar distinction belongs to the superintendent of education, health inspection, and one or two other scientific men in Manila. But as a rule, the salaries paid in the British colonies will average twice as much as those we pay in the Philippines, and in the case of provincial governors in India they are twelve times as much.

Lieutenant governors in India receive \$38,800 a year, and secretaries or heads of bureaus in the provinces are paid \$12,500, which is more than is received by the commissioners in the Philippines. Members of the boards of revenue in India receive \$15,000 a year. All magistrates of the first class throughout the empire are paid \$10,000 a year, which is the minimum of the judiciary. District and session judges receive from that amount to \$15,000 a year, according to their length of service and importance of the circuit over which they preside.

In Burma, where official responsibilities and duties are as light as in any other country of the world, and where the population is only 7,605,560, the governor receives \$38,000 a year, the chief secretary \$12,500, four under secretaries \$8,500 a year each, the finance officer or treasurer \$14,500, disbursing officer \$11,500, each, and a commissioner of agriculture \$11,500.

All of the gentlemen now occupying these positions and drawing their salaries, excepting the judges, began at the bottom of the ladder. They entered the public service in India and the colonies before they were twenty-five years old, after passing two examinations, the second occurring after one year of probation, in which their administrative qualities and adaptability had been fairly tested, and the record they made during that first year counted so many numbers in their total standing. They have been compelled to submit to similar examinations at every promotion since, and have worked their way up by merit without political influence, although, as is always the case, the personal equation entered into every calculation.

A good many weak ones drop out by the wayside. The civil service in the East Indies is a survival of the fittest; and you may be sure that a man who survives all of the tests and conditions incident to advancement is made of good stuff. At the same time, when he enters the service he knows that nobody but a better man can get ahead of him; he is sure that he will not be displaced by the favourite of some member of parliament, and that every time a vacancy occurs he stands an equal chance of promotion with everybody else of his rank. He knows, too, that his employment is permanent upon good behaviour, and that, after twenty-four years of service, he will be entitled to a pension if he desires to retire. These pensions vary from \$360 to \$108 (?) a year, according to the rank of the official, and they have the privilege of commuting them and receiving a stated amount of cash, which is calculated by an actuary on the same basis as is a life insurance premium. But unlike the rule of our government the amount of his pension must be deducted.

The British government gives pensions to both its civil and military officers upon retirement for age disability, but requires both to provide for their wives and children after death by a form of compulsory insurance. The details may be found at length in army regulations. Similar regulations prevail in all the European countries. Every officer who enters the military service, if he be married, must, as a condition of his appointment, pay into the treasury a stated sum for his wife and for each of his children. This sum varies according to his age, and is based upon the same risks as life insurance premiums. Every time he is promoted and upon the birth of every child his premium, or "contribution," as it is called, is increased, and each officer, both married or unmarried, must submit to a monthly deduction from his pay for insurance purposes.

For this the officers of the army, navy, and marine corps are divided into five classes, according to their rank. If an officer retires from the service his premium is reduced one-half, or he is permitted to take a paid-up policy for the insurance value of his investment; or he can settle by surrendering all his obligations for cash, the same as with an insurance company.

Officers who are dismissed from the service by the sentence of a court-martial lose everything; their insurance is declared void, and all premiums they have paid are forfeited to the government as a part of the penalty.

By another arrangement officers of the army may insure the free return of their wives and families to England from any part of the tropics in case of their death. This is very common. Few married officers neglect the precaution, for the amount of the premium is small and the benefit is comparatively large. All they have to do is to pay a small sum, something about \$100, into the treasury, and receive from the government a certificate entitling their wives and children to free first-class passage to London or any other point in England.

Under the insurance regulations above given, the widows of officers of Class I, receive an annual pension of \$600; of Class II, \$450; of class III, \$300 of class IV, \$150; of class V, \$100, and \$50 a year for each child up to the age of six years; \$100 for children between six and twelve years; \$150 for those children between twelve and twenty-one years; and daughters over twenty receive \$225 a year for life or until marriage. No pensions are paid to sons after they reach the age of twenty-one.

—W. E. Carrill.

## TWO FIRES.

## CONFLAGRATION IN KOWLOON.

At 3 o'clock this morning a fire broke out at No. 65 Station Street North, Yau-mai. The building, a three storied one, was occupied as a pawnbroker's establishment. A portion of the Brigade, under the orders of Mr. Hallifax, Deputy Superintendent, arrived on the scene about 3.30 a.m., and hoses coupled up to the street hydrants and to the floating engine soon projected streams of water on the blaze. Owing to the inflammable nature of the goods stored in the building the whole house was already enveloped in flames when the Brigade arrived, and as it was at once evident that no hope could be entertained of saving the burning building, every effort was made to safeguard the surrounding houses. At 4.30 the fire was completely under control so far as restricting its area was concerned, but the house was completely gutted and its contents consumed. We understand that the building and goods were insured for \$25,000 with local companies.

## A BLAZE IN BONHAM STRAND.

At 4 o'clock this morning the members of the Brigade, who had not left for the fire at Yau-mai, were called out under the orders of Inspector Baketo fight the flames in Bonham Strand, where a three storied house, No. 51 in that street, was burning briskly. The ground floor served as a tailor's workshop, and the first and second floors as offices for Chinese opium dealers. There was plentiful supply of water so that the hydrants sufficed to supply an adequate quantity of liquid for the hoses. When the Brigade arrived the fire had already obtained a firm hold on the building. At about 4.45 the roof fell in, after which the flames were easily controlled, and the conflagration, thanks to the efforts of the firemen, restricted to the house in which it originated. At 5.30 the building was little more than a mass of smoking ruins, each storey being completely gutted though the floors had not fallen in. The floor and its contents were insured for \$6000 and each of the other stories for \$1000. The risks were all placed with Chinese companies.

## THE RULE OF THE ROAD.

At the Marine Court, this morning, the Harbour Master (the Hon. L. A. W. Barnes Lawrence) had before him the master of the Chinese Customs launch *Kowloon-chai*, who was charged with failing to observe the rules of the road as laid down by Order in Council.

According to the evidence of Lance-Sergeant G. Boole, of the Water Police, at 11 a.m., on the 6th inst. he was on duty in the harbour, and while proceeding in an easterly direction saw the defendant's launch, which belonged to the Customs service on his port bow coming up in such a manner that unless the *Kowloon-chai* or the police launch had given way a collision would have occurred. To draw his attention and to notify him that he was going to starboard witness blew one blast on the whistle, after which defendant crossed his bow so that unless the police launch was ported there would have been a collision.

This evidence was corroborated by the cox of the police craft.

Defendant was then examined by the Court, and in reply to questions said it was about 11 a.m. when he first sighted the police boat coming up the fairway on his starboard bow. There was another launch on his port bow. He kept a straight course as otherwise he might have collided with the launch whose name he did not know.

His Worship found that there was ample time for the cox of the Customs launch to avoid the others, and the police craft should most certainly have been given way to. As it was considerable risk was run by the wedging in between the two launches especially as speed was not even slackened. For not observing the rule of the road by which a collision nearly occurred he imposed a fine of \$5 and warned defendant to be more careful in the future.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## PUBLIC COMPANIES AND DIRECTORS' LIABILITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I am a shareholder in one of the local companies formed in 1902. In the prospectus issued at the time of its flotation, the directors promised subscribers an annual payment of interest at the rate of so much per cent. per annum on the capital. Well, it is very nearly two years now since the company started, but shareholders have not been paid a single cent. Under the Directors' Liability Act, 1893, are the directors of this company not liable to an action for damages at the suit of the shareholders?—Yours faithfully,

Hongkong, 8th July, 1904.

## THE TRAMWAY.

THE work of electrifying the cable tramway from Kennington to Streatham is proceeding at a remarkably rapid rate. When completed it will probably constitute a record both for England and the United States. Messrs. J. G. White and Co., the contractors, are confident of finishing their task by June 6, though the contract period does not expire until June 30. Work was commenced on April 5, and by May 20—thirty-nine working days—electric cars were running on the double track between Kennington and Brixton Station, and the Board of Trade inspectors had inspected and passed the two sets of rails as far as Water-lane, Brixton Hill. In the course of a day or two cars will be running direct from the bridges to that point. Between 1,500 and 1,600 men have been employed from the commencement, and little or no overtime has been worked. The current rate of wages is being paid, but in cases where men are working particularly well they are paid extra. The minimum wage is 7d. per hour and the maximum 1s. 6d. The superintendent of the work is an Englishman who was trained in America, but there are no American workmen employed. As has been stated—

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## BRITISH SQUADRON LEAVES WEIHAIWEI.

## RUMOURED SEALED ORDERS.

(From Our Own Correspondent.)

WEIHAIWEI, 7th June,  
6.10 p.m.

The China Squadron left hurriedly this afternoon.

The fleet's departure was quite unexpected, and it is rumoured that it has sailed under sealed orders.

## JAPANESE CORVETTE SUNK.

## TWENTY-ONE LIVES LOST.

Mr. M. Noma, Consul for Japan, kindly communicates the following telegram:—  
Tokio, 7th July, 9.20 p.m.

"Admiral Togo reports that the *Kaimon*, while on a special mission on the 5th inst. at the outside of Talienwan, in a thick fog, hit a Russian mine and sank. Three officers including Commander Takahashi, 49 non-commissioned officers and men are missing. The rest were saved."

[The *Kaimon* is a composite corvette of 1,360 tons, length 202 ft. She was built in 1882 and had a speed of 12 knots. Her armament consisted of one 6" gun and twelve smaller cannon.—Ed., H.K.T.]

## A POLICE PARADE.

## PRESENTATION OF MEDALS AND PRIZES.

A parade was held this afternoon at 3 o'clock at the Central Police Station at which Mr. F. J. Badeley, Captain Superintendent of the Police, presented good conduct medals to several Chinese members of the detective force and the prizes for the shooting competitions held earlier in the year. The British, Indian and Chinese detachments of the police with muskets and side arms fell in on the parade ground under the orders of Deputy Superintendent E. R. Hallifax and Assistant Superintendent P. J. Wodehouse. On the arrival of the Captain Superintendent the parade gave a general salute, and this officer then passed down the lines and inspected the men present. The main ceremony commenced by the presentation of 4th class medals for good conduct to the Chinese constables 272 Sun Toi and 926 Lo Tsoi for having, by their untiring efforts, succeeded in arresting a dangerous murderer who had fled from Canton to Hongkong, where he remained hidden during several weeks. 329 Li Chi Tsung and 192 Fan Tsing were also recipients of similar distinctions for their diligence in arresting robbers in the New Territory. Captain Superintendent Badeley addressed a few words of congratulation to the men, and stated that he trusted their example would prove an encouragement to their comrades to strive and gain similar distinction. Sergeant Garrod was then presented with a silver cup and badge for having made the highest musketry score during the year. Sergeants Grant, Lemont and Pitt were recipients of the second, third and fourth prizes. Several Indian members of the force also received mementos of their skill, and Sergeants Garrod and Grant and two Sikh constables were presented with prizes for the excellence of shooting with the revolver. Captain Badeley congratulated each of the prize-winners on the good score they had made.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 8th at 11.35 a.m. The barometer has fallen generally throughout China and is stationary in the Philippines.

Gradients are slight upon the China Coast and light S.E. winds may be expected in the Formosa Channel and fresh S.W. monsoon prevails over the whole of the China Sea.

Forecast:—Moderate S. to S.W. winds, fine. N.B.—The information received from northern stations is still meagre.

THE London Daily Chronicle publishes a thrilling account of the kidnapping of Mr. Percival and Mr. Varley from Tagbilaran. It appears that the bandit Ralsull, with two hundred armed Moors, suddenly invaded Mr. Percival's house and carried him and Mr. Varley off by force, to the regret of their wives and Miss Varley, who themselves were finally spared abduction. A party of armed Moors entered an Englishman's house at Tagbilaran in the day-time. The Englishman being absent, his wife was compelled to surrender two rifles. The British Consul at Tagbilaran has demanded the offending Moors' arrest. The authorities, however, hesitate, because the ringleader of the band is influential among the local tribesmen.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Kunung*) 12th inst.  
French (*Orient*) 12th inst.  
Australian (*Triana*) 13th inst.  
American (*Siberia*) 13th inst.  
Canadian (*Tor*) 19th inst.

The M. M. Co's s.s. *Occident* with the next French Mail will leave Saigon on 9th inst., at 10 a.m. for this port.

The P. & O. s.s. *Arabia* sailed from Portland on 2nd inst. via Japan ports and may be expected here on 5th prox.

The C. P. & Co's s.s. *Empress of China* and Vancouver for Hongkong via the usual Ports of Call on 4th prox.

## TELEGRAMS.

(Reuters.)

## The War.

LONDON, 6th July.  
General Sakharoff, who watched the Motienling fight from a tower, praises the valour of the troops.  
General Sakharoff reports that the Russians on the 3rd instant drove the Japanese to within four miles of Sonyuching and that the enemy is fortifying the Taling pass.

## The French Army.

The Chamber has adopted the Two-years' Military Service Bill by 577 to 43.

## Clerical Teaching in France.

The Senate has passed the Religious Teaching Bill totally suppressing clerical teaching.

LATER.

## The Thibet Mission.

Reuters correspondent at Gyantse wires that the armistice being ended, the British stormed and captured the Tibetan fort after a fierce resistance. The casualties were not numerous. Lieut. Gordon of the 32nd Sikhs was killed.

## The United States Presidency.

The St. Louis convention has met. The nominations of Judge Parker for the presidency and of the eminent lawyer Mr. Turner for the vice-presidency are assured.

## Russia.

A ukase to-day calls out 447,302 men liable to military service in accordance with the conscription law, also all naval reservists in European Russia for the purpose of completing the complement of the Baltic ports. It also calls out the reservists in the Southern provinces for Sevastopol.

(Straits Times.)

## Liberal Unionists.

LONDON, 30th June.  
The Liberal Club has held a stormy meeting. It was decided by 108 to 64 votes to send representatives to a conference with the Liberal Union Council.  
The Chairman of the Club subsequently resigned the membership.  
The minority have agreed to secede in a body and to form a new free-trade organisation.

## Cricket.

Leicestershire defeated Sussex at Brighton by 5 wickets.  
Nottinghamshire beat Lancashire at Nottingham by 330 runs.  
Lancashire beat Somerset at Manchester by an innings and 136 runs.  
Middlesex beat Surrey at the Oval by seven wickets.

## Princess of Wales' Stakes.

LONDON, 1st July.  
The following is the result of the race for the Princess of Wales' Stakes:  
Rocksand ..... 1  
Saltpetre ..... 2  
William Rufus ..... 4

## Russian Warship at Newchwang.

STORIES OF JAPANESE SUCCESS DENIED.  
Reuters correspondent at Newchwang reports that the Russian destroyer *Burnskoff* had arrived one afternoon from Port Arthur and had berthed alongside the Russian gunboat *Sivouch*.  
The Commander of the destroyer denies the truth of the Japanese reports about the sinking and damaging of Russian ships off Port Arthur on the 23rd June.

## LLOYD'S "REGISTER."

Lloyd's Register for the first quarter of 1904 shows that there were registered 308 ships of nearly a million tonnage gross under construction in the United Kingdom, excluding warships. Of the latter there were 74 of 377,115 tons building, and only four of these were for foreign Governments, including the two 16,000-ton battleships Barrow and Elswick being building for Japan. Great Britain has ten battleships and eleven first-class cruisers building besides numerous smaller craft. Private yards have more than two-thirds of the contracts and Barrow is constructing 13 submarines. According to foreign returns received up to the time of publishing, Germany was the most active foreign builder, having 73 vessels building, the United States 63. Contrary to the usual custom France was building no sailing ships at all, but Italy and Sweden each had ten under construction. The British mercantile construction showed an increase in tonnage over the first quarter of 1903, but a decrease in the number of ships. The Colonies were the largest customers for British-built ships, taking 21, Norway coming next with nine. Glasgow and Newcastle were the busiest centres.

At a meeting of the Singapore Legislative Council on 1st inst., Mr. Tan Jik Kim put the following question:—"Whether the Government is aware that the action of the Transvaal Government in recruiting Chinese labour in South China, whence the whole of the labour supply for this Colony and for the Federated Native States is drawn, is likely to cause us most serious injury, and if so, what steps are being taken by the Government to protect our interests?" The Colonial Secretary said the Government was alive to the action of the Transvaal Government in introducing Chinese into South Africa, and was aware that it was likely to affect this Colony and might lead to some difficulty. It was in contemplation to appoint a special officer to watch proceedings and report to the Government in this respect.

## THE WAR.

## THE ELEVENTH HOUR AT PORT ARTHUR.

Trains may dash in and out of Port Arthur and the Japanese from the railway if hard pressed now and then; but the experts of the London *Times*, *News*, and *Mail* seem convinced that the fortress is doomed. How long the siege is to last no expert ventures to predict. "Another Sabastopol," remarks the London *News* which makes merry over the Russian claim that the ammunition in the magazines will last a year. "The Crimea will repeat itself," according to Captain Carillon Bellieres, M.P., a well-known authority on Russian military methods. He is sure the Russians will hold out to the last at Port Arthur, although the alleged advice proffered by General Dragomiroff to the Czar to abandon the place to the Japanese has a certain effect upon the military expert to the London *Times*. We think that advice may yet be taken. Nevertheless, he deems the capture of the place a task of immense difficulty.

In French organs the situation at Port Arthur leaves all experts serene. The *Figaro* (Paris) says the Russians will not surrender the place, no matter how long the war lasts. It can hold out indefinitely, being provisioned for months, if not for years. Admiral Togo's bombardments make little impression. This assertion is supported by statements in Austrian organs. The *Neues Wiener Tageblatt* shares the contempt of the Paris *Figaro* for the bombardments of Port Arthur. The bombardment factor is subject of a careful study in the *Revue de Paris* by an anonymous naval officer, who enters into mathematical calculations demonstrating to his own satisfaction that Admiral Togo's guns need not agitate the residents of Port Arthur. As a matter of fact, the band plays twice a week there, "the entire population gathering to listen to music," note the London *Standard*. "One would hardly believe that the town was practically in a state of siege." This, however, is from a St. Petersburg news despatch. The naval officer already mentioned quotes approvingly in the French publication the following opinion of the eminent military writer, General Borgnis-Desbordes:

"The bombardment by a squadron of a city on a coast will result in material ruins of a far less serious nature than is generally supposed. Such ruins would entail, undoubtedly, the ruin of individual fortunes, thus reacting to some extent upon the finances of a government. But the damages would not be of a nature, we would not say to cause, but even to hasten in the least, the end of the struggle between the two great Powers. In a word, bombardment, in the language of Napoleon, should be counted for nothing. It will always be a subsidiary and very perilous operation for the ships engaged in it. To succeed in inflicting serious damages, to be certain of putting an arsenal even temporarily out of condition for serving its intended purpose, would require a very prolonged bombardment, necessitating the using up of the greater portion of the ammunition and equipment of the auxiliary armament and heavy ordnance of some dozen war-ships. Even then, the result ordinarily to be obtained would be poor, out of proportion to the greatness of the effort and the perils incurred."

"Hence we are led to conclude that, in a general way, bombardment by a squadron is a military operation of the fourth or fifth class, making much noise for very little result, without real importance, without genuine object, without serious influence upon the issue of a struggle between two great military Powers."

## THE PROBLEMS OF THE RAND.

## EFFECT OF THE CHINESE CONVENTION.

The *African Review* deals with the native problem in South Africa from several points of view. Discussing the probable results of the Chinese Convention, the text of which was published on May 20th, it says:—"The aim of those who have the welfare of the country at heart—and not only the benefit of the mines—in supporting the Chinese Labour principle, is to provide an incentive and a competitor to the native in order that he shall realise that the labour-market will not for ever await on his vagaries. . . . The danger the Kaffir runs in the new order is that he will be thrown back on his old life as employment becomes more difficult; but in view of the great number of labourers required to satisfy the full demands of the mines, of industry, and of the farming population, we think that for many years to come the honest native worker will easily find occupation. The mere fact of more natives offering their labour on the market than the market requires will automatically have the effect of restricting Chinese immigration—with all the expense and the responsibilities entailed in the process."

Reviewing the progress of the Chinese Labour movement, the *African Review* concludes that "nothing can be more plain than the gradually growing conviction of the Transvaal people that recourse to Asiatic labour is both expedient and innocuous. . . . The Ordinance is framed to the end that, with all the benefits derivable from a reliable labour supply, none of the evils which leavened the result in other parts will operate in the Transvaal."

A great deal is being said about the heavy death-rate in the Rand Mines. The subject is discussed in some of the medical papers. The *Medical Press*, for instance, does not hesitate to assert "that the returns are a blot upon the national escutcheon." The *Sanitary Record* says:—"Theoretically, we proclaim that all men are brothers; practically, the treatment meted out to the native races is often worse than that given to the lower animal." The *African Review*, on the other hand, points out that the surrounding circumstances are such that the mortality is bound to be high. "The natives depart from their homes and are received at the mines, indiscriminately. The long journey with very little food, tells upon the weaker sort, and aggravates disease. Then, in many cases, the

change of climate and the assumption of steady labour, combined with ignorance and careless-ness of living, have dire effects on health. These are what may be termed unavoidable incidences of environment, and are supplemented in effect by the usual diseases and effects of mining and of barracking or compounding. That the net effect on the health of the native due to these disadvantages may be lessened is clear enough. But it is also clear that to view the condition of the native in the light of normal industrial employment of a settled industrial population is absurd."

In the matter of wages, the *African Review* goes on to remark that it is only natural that the natives, when questioned on the matter, should desire more pay. But "it would be just as absurd for a wealthy mining company to pay an abnormally high wage to the detriment of the industry as a whole, as it would be, for instance, for Mr. Rowntree to pay ten times the amount of the ruling wage to his chocolate employees, because he is ten times as rich as his neighbours."

As to flogging, "those who have worked with and superintended native labour will recognise that occasional force, where exercised without malice or malignity, is both expedient and beneficial."

## TEBRAU PLANTING CO., LTD.

Following is the report for presentation to the shareholders at the eighth ordinary general meeting to be held at the Company's office, Alexandra Buildings, Des Voeux Road, on Thursday, the 14th inst., at noon:—  
To the shareholders of Tebrau Planting Company, Limited.

Gentlemen,—We beg to lay before you our balance sheet for the year ending 30th April last. We also annex the report of our estate manager, Mr. Larken.

The accounts have been audited in Singapore by Mr. Ewart, and in Hongkong by Mr. W. Hutton Potts.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th June, 1904.

Johore, Singapore, 31st May, 1904.  
Messrs. JOHN D. HUMPHREYS & SON,  
General Managers.

Tebrau Planting Company, Limited.  
Dear Sirs,—I beg to report as follows on the Mount Austin Plantation during the twelve months ending 30th April, 1904.

Coffee.—As I said in my last report, I found it necessary to abandon the cultivation of coffee in consequence of the small returns, owing to the spread of leaf disease; and our receipts from that source have merely been the proportion paid by the coolies who worked it on their own account. This year they have declined to go on with it as it no longer pays them so we shall have little more, as the coffee trees are fast becoming overgrown with jungle.

Rubber.—I am glad to say my expectations as regards the yield and quality of the Para rubber have been fulfilled and we secured during the twelve months 1,500 lbs. of dried rubber. The three shipments made and sold in London have fetched on each occasion the highest price of the market at date of sale, viz., 4/9d., 4/6d., and 5/-d. per lb. for No. 1 "Biscuit" and 3/3d. and 3/8d. per lb. for "Scrap." I have not yet got the report of the last two shipments containing the yield of the trees from January to April, but I hope they will show equally good results.

We were also fortunate in selling a large number of young plants from seeds from our own trees to the Sultan, to the Johore Government and to some Chinese who are opening plantations.

Mount Austin Plantation is in first rate order and the trees are all that can be desired. I hope in July to considerably increase the output as I shall be able to begin tapping a good many more trees.

I remain, dear Sir, Yours faithfully,  
M. LARKEN.

## BALANCE SHEET FOR THE YEAR ENDING 30TH APRIL, 1904.

Dr. Capital Account:—  
17,845 fully paid up shares at \$5 each ..... \$89,125 00  
1,285 fully paid up shares at \$5 each ..... 6,425 00  
Mortgage of estate to C. F. Marshall ..... 10,000 00  
Account payable ..... 3,600 00  
\$109,150 00

Cr. Assets.  
Property Account:—  
Purchase price of old Company's property ..... \$50,000 00  
Rubber plantation ..... 10,846 16  
Buildings ..... 2,109 02  
Tools ..... 288 38  
Cash in hand ..... 5 26 30  
" in Hongkong and Shanghai Bank ..... 419 42  
" with estate manager ..... 447 67  
" with general managers ..... 2,461 45  
3,354 84  
Profit and loss a/c. balance at debit ..... 42,551 60  
\$109,150 00

WORKING ACCOUNT COFFEE.  
May 1, 1903.  
To Balance brought forward ..... \$47,083 23  
April 30, 1904.  
By Proceeds of Coffee ..... \$915 21  
" Balance transferred to profit and loss account ..... 46,128 02  
\$47,083 23

WORKING ACCOUNT RUBBER.  
May 1, 1903.  
To Balance brought forward ..... \$6,807 51  
April 30, 1904.  
To Wages ..... 2,374 75  
" Salaries, manager for 12 months ..... 3,600 00  
" Charges ..... 358 31  
\$13,139 57

April 30, 1904.  
By Proceeds of sale of plants ..... \$950 40  
" Proceeds of sale of rubber ..... 1,425 01  
\$2,375 41  
" Balance carried forward ..... 10,846 16  
\$13,139 57

## PROFIT AND LOSS ACCOUNT.

May 1, 1903.  
To Balance brought forward ..... \$ 2,470 23  
April 30, 1904.  
To Coffee a/c. balance at debit ..... 46,128 02  
To Interest ..... 455 15  
To Hongkong office charges ..... 35 45  
To Auditor's fee ..... 25 00  
To Exchange ..... 20 50  
\$49,134 35

April 30, 1904.  
By Transfer fees ..... \$ 7 75  
By Suspense a/c. (calls paid on 1610 forfeited shares) ..... 6,575 00  
By Balance ..... 47,551 60  
\$49,134 35

JOHN D. HUMPHREYS & SON,  
General Managers.

I have compared the above statement with the books at the head office and the accounts from Singapore and certify the same to be correct.

W. HUTTON POTTS,  
Auditor.

Hongkong, 29th June, 1904.

## AUSTRALIA'S DECLINING POPULATION.

## INCREASE OF EMIGRATION.

[By A. H.]

"The Bishop of Ripon, the Right Reverend Dr. Carpenter, speaking on April 25th at Leeds, declared that the terrible increase of fashionable childless unions was reducing marriage to a mockery. The danger affected the national safety by depriving the nation of 500 children a week. The decline in the birth-rate was, he said, largest in Australia." The foregoing appeared as a cable message in an Australian newspaper. It was published with startling headlines, and no sooner than the legislators of the Commonwealth had themselves been seized of the gravity of the situation as disclosed by the report of the Commission which inquired into the subject of the declining birth-rate. In 1884 the population of the whole continent, with an area of 3,000,000 square miles, or one-fourth less than Europe, was 4,000,000; to-day it stands at 3,500,000. The proportion is a trifle less than a square mile to each unit of the population. It seems as if this huge tract of country, twenty-five times the size of the United Kingdom and abounding in natural resources, is yet incapable of supporting more than 3½ million souls.

Unfortunately, the subject of a declining birth-rate may not be too frankly discussed in the columns of a newspaper even in the name of common sense. As Mr. G. K. Chesterton somewhere says, we may not openly discuss the two problems of life which most concern us, birth and death; because it is indecorous to speak of the one and morbid to refer to the other. It is, however, permissible to say that the popular view of marriage, if it ever was more than an academic theory, is now entirely obscured by intimate considerations of personal and family convenience. We have left a long way behind us the time when a cradle was an indispensable item of a bride's equipment. It is a commonplace paradox that population has ever shown a tendency to decline side by side with a high standard of comfort. The infrequency of wars in our time has dissolved the view that the security of a state depends upon its ever increasing population, a theory which Napoleon exaggerated in a brutal saying that it was the first duty of Frenchwomen to breed soldiers. Traces of it, however, survive in the royal custom of granting bouquets to mothers who give birth to triplets, and in the treatment of a would-be suicide as a criminal. Not a great many years ago the body of a suicide, with a stake driven through it, was buried at the intersection of four cross-roads. Posthumous obloquy was the lot of the suicide for having destroyed a life that was not his own but the state's, and his estate became forfeited to the government. America with her passion for arresting headlines, brands her unprogressive birthrate as "race suicide," against which President Roosevelt last year uplifted his voice; while the latest home papers publish statistics showing that marriages in the United Kingdom are annually decreasing in number—not, probably, "improvident" marriages, but marriages amongst the classes which, having adopted a high standard of personal comfort, cannot afford to marry.

But a declining birth-rate is only a part of Australia's trouble. For several years past Australians have been going abroad in increasing numbers in search of a means of livelihood not readily obtainable at home. The persistent exodus is a source of the gravest anxiety within their own shores. Whereas the population of the United States is at present sufficient for all purposes, and the surplusage of the United Kingdom may be found scattered all the world over, Australia's need has ever been population, and for many years she has endeavoured, with only partial success, to attract it by every expedient of advertising. The great majority of immigrants have always gravitated to the large centres of population, and half a dozen of the most important of them account for one-third of the whole population of the country. The solitude and remoteness of the bush are the immigrant's last reluctant resort when pressure of competition in the cities has forced him to seek them. The inducement to linger in populous centres is principally offered by the extravagant wages fixed by the trade unions. But as high wages mean small profits and fewer workmen, every Australian city is burdened with an army of unemployed who habitually importune the government for work. Immediately after the Boer war several thousands of Australians sailed for South Africa. According to the latest returns 16,570 more persons left Victoria than arrived there. Doubtless they did not all go to South Africa. Many of them might have gone over to the "Golden West," which ever since the discovery of its auriferous areas has continued to strip the other states of population; others have gone to the Argentine, where twelve years ago an attempt was made to found an Australian settlement on strictly communistic lines, but which by this time is

probably extinct. Many Australians are here; many more would leave their homeland to-day, if only they could "make a rise," if only, that is, they could pick the winner of the Melbourne Cup, or gain a prize in Tattersall's sweep, or casually find a nugget, or, in fact, if they could find a means of leaving home in some effortless but otherwise legitimate way. The periodical discoveries of gold in various parts of the country may be fairly held responsible for the speculative spirit which is the dominant feature of the Australian character. A land boom all but beggared Victoria fifteen years ago; and Victoria has shown herself possessed of so little reserve of vitality, that up to this day she has not recovered from the shock of that mad speculation. These periodical discoveries of gold have largely contributed to the neglect of settled pursuits. Farming and fruit culture are poor things compared with the dazzling prospect of a rich alluvial find, and the chance of "making a rise" is far more alluring than a life of plodding industry. The discovery of gold in Ballarat in 1851 was immediately followed by such a disorganisation of social and economic conditions as is probably without parallel in the history even of gold mining. Melbourne cabmen received as much as £5 for driving a miner a thousand yards; miners lit their pipes with bank notes. Domestic servants could be had for neither love nor money; tricked out in finery they followed the fortunes of the diggers. Gentlewomen fetched and carried water through the streets of Melbourne. Many trades and callings were paralysed, and the general demoralisation was complete. Nothing as bad as this has recurred in connection with gold mining in Australia, although the condition of Coolgardie in the early nineties was sufficiently deplorable.

It would be incorrect to suppose that all those who emigrate represent the floss and jettison of thrift and vagabondage. These perforce remain in the country for want of means to leave it. Australia's emigrants are largely composed of craftsmen who may not work at home for lower wages than are fixed by the unions. Very largely, also, they include miners, out of work because the development of properties is checked by the costliness of union labour. Australian miners would have flocked to the Rand but for the importation of Chinese coolies. The Australian emigrant is a novel product of novel economic forces. Hitherto, emigration has followed overcrowding at home; the merit of destroying the uniformity of cause and effect belongs entirely to Australia. Presently, the Australian emigrant should qualify for immortalisation in song, like the Irish emigrant who sat on a stile and thought of Mary.—Ex.

## THE KUNLON FERRY ROUTE TO CHINA.

It is strange how quietly British merchants seem to have acquiesced in the idea, promulgated at the time of his visit to Burma by Lord Curzon, that it would be a useless expense prolonging the Burma Railways from the Northern Shan States to the Kunlon ferry, because of the insignificant amount of trade that might be expected after the line had been laid. It is not in this spirit that Russia lays down her railways, and had the same policy prevailed in Africa, we should not now have placed Uganda in communication with the sea. The British Government being composed of men who are not traders, it is difficult for them to recognise the importance of commercial matters. The Kunlon ferry itself is not perhaps a place where there is much trade at the present time. But it is close to the Chinese frontier, and we may be certain that if it were within railway communication with Rangoon, it would rapidly develop into a place of considerable commercial importance. Russia, France, and Germany are doing all they can to push their Chinese trade, and England should certainly not be behind hand in securing what she can. There are no doubt more remunerative railway projects within our own territories which are now being taken in hand. But the extension of the Burma Railway system to the Kunlon ferry is of political importance, and would also, if it were taken in hand probably prove remunerative in a few years. As a recent writer has observed:—"The wars of the future will be for markets; they will be wars of necessity, or rather, perhaps, prompted by the hope of material gain. Many of them will be fought with other weapons than cannon and money. Established commerce, a firm hold of trade routes, preponderance at a trading posts, effective occupation of a produce exchange—in the struggle for markets these will be points of vantage worth more than battalions, and a short railway may be of greater value than a fleet of battleships."—*Rangoon Times*.

## COMMERCIAL.

Quotations for the week close as follows:—  
Hongkong Banks ..... \$660 s. £67 10  
Nationals ..... 38 b.  
Union Insurance ..... 545 s.  
China Traders ..... 64 b.  
Cantons ..... 212 s.  
Hongkong Pines ..... 310 s. & b.  
China Fires ..... 88 s. & b.  
H.K. C. & Macao Steamboats ..... 291 s.  
Indo-Chinas ..... 117 s.  
China and Manilas ..... 25 b.  
Douglases ..... 36  
Star Ferries (old) ..... 331 b.  
Do. (new) ..... 241 b.  
Shells Transports ..... 267 s.  
China Sugars ..... 180 s.  
Raubs ..... 71 b.  
H.K. & Whampoa Dock ..... 418 s.  
Wharves ..... 111 b.  
Farnhams ..... 111 s.  
Hongkong Land ..... \$58 s. & b.  
West Point ..... 60 s.  
Hongkong Hotel ..... 115 s.  
Shanghai Land ..... 111 s.  
Green Island Wharves ..... \$ 29 b.  
China Bank ..... 401 s.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 1/10  
Do. demand ..... 1/10 5/10  
Do. 4 months' sight ..... 1/10  
France—Bank T.T. .... 2/35  
America—Bank T.T. .... 451  
Germany—Bank T.T. .... 1/39  
India T.T. .... 1/39  
Do. demand ..... 1/39  
Shanghai—Bank T.T. .... 7/11  
Japan—Bank T.T. .... 9/1  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 1/11

Buying.  
4 months' sight L/C ..... 1/10  
6 months' sight L/C ..... 1/10  
30 days' sight San Francisco & New York ..... 451  
4 months' sight do. .... 451  
30 days' sight Sydney and Melbourne ..... 1/10  
4 months' sight France ..... 2/35  
6 months' sight do. .... 2/39  
4 months' sight Germany ..... 2/39  
Bar Silver ..... 26 13/16  
Bank of England time ..... 3%

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ..... 94/100  
" Old ..... 100/100  
" Older ..... 100/100  
" Oldest ..... 100/100  
Patna New ..... 1/37  
" Old ..... 1/37  
Benares New ..... 1/27  
" Old ..... 1/27  
Persian Paper ..... 85/880

## To-day's Advertisements.

## HONGKONG HOTEL.

## DINNER.

## TO-MORROW (SATURDAY), 9th July.

## MENU.

## HORS D'OEUVRES.

## Shrimp Canapes.

## SOUP.

## Potage Parmesan.

## FISH.

## Salmon a la Parisienne.

## ENTREES.

## Pigeon Pie.

## Veal Steak and Grilled Tomatoes.

## York Ham a la Jardiniere.

## CURRY.

## Crab.

## JOINTS.

## Roast Ribs of Beef.

## Roast Chicken and Celery Sauce.

## Boiled Ox Tongue and Caper Sauce.

## COLD.

## Roast Leg of Mutton and Plain Salad.

## SWEETS.

## Victoria Pudding.

## Chocolate, Ice Cream and Genoa Cake.

## Apricot Tart.

## Topsy Cake.

## DESSERT.

## Coffee. Fruits. [811]

## PUBLIC AUCTION.

## THE Undersigned have received instructions to Sell by

## PUBLIC AUCTION,

## FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

## (SATURDAY), the 9th July, 1904, at 11 A.M.,

## at their

## Sales Rooms, Ice House Street,

## SUNDRY

## HOUSEHOLD FURNITURE,

## Comprising:—

## DOUBLE and SINGLE IRON BED-STEADS with MATTRESSES, CHEST-OF-DRAWERS, ICE CHEST, AMERICAN LEATHER-COVERED CHAIRS and SOFA, DINNER SERVICE, &amp;c., &amp;c.;

## ALSO

## One COTTAGE PIANO by W. Robinson &amp; Co., 3 FOWLING PIECES, 5 PHOTOGRAPHIC LENSES;

## AND

## A Great Assortment of WHITE and COLOURED SHIRTS, COLLARS, READY MADE SUITS, &amp;c.

## TERMS:—As usual.

## HUGHES &amp; HOUGH,

## Auctioneers.

## Hongkong, 8th July, 1904. [806]

## PUBLIC AUCTION.

## THE Undersigned have received instructions to Sell by

## PUBLIC AUCTION,

## FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

## (SATURDAY), the 9th July, 1904, at 2.30 P.M.,

## at their

## Sales Rooms, Ice House Street,

## The remaining portion of the very fine collection of OLD and RARE POSTAGE STAMPS unsold on the 18th June last.

## TERMS:—As usual.

## HUGHES &amp; HOUGH,

## Auctioneers.

## Hongkong, 8th July, 1904. [807]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H. A. L. Steamship

## "SITHONIA,"

## Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of

## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"SARPEDON"	15th July.
GLASGOW AND LIVERPOOL	"PELEUS"	23rd July.
GLASGOW AND LIVERPOOL	"AJAX"	29th July.
GLASGOW AND LIVERPOOL	"MACHAON"	8th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	12th August.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"DIOMED"	15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	11th July.
S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th July, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	11th July.
MANILA	"TAMING"	13th "
KOBE	"TAIYUAN"	13th "
SHANGHAI	"WHAMPOA"	13th " at 5 p.m.
YOKOHAMA and KOBE	"TSINAN"	18th "
CEBU and ILOILO	"KAIFONG"	19th "

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th July, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.  
MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship  
"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENDT & CO.,  
Canton Agents.  
Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangou, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.  
The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00  
Second Class European.....3.00  
First Class Chinese.....1.50  
Second Class Chinese.....80  
Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 9th June, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
KWONG CHOW.....1,309.....J. P. MARTIN.  
"KWONG TUNG".....1,238.....H. W. WATKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About  
"ST. FILLANS".....15th July.  
"BEDOUIN".....to follow  
"LOWTHER CASTLE".....to follow

For Freight and further Information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 7th July, 1904.

P. & O. S. N. Co.'s  
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"  
6,574 tons,  
will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the  
S.S. "BORNEO,"  
4,573 tons, about 18th August.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 23rd June, 1904.

## NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"  
Captain.....will be despatched as above, on FRIDAY, the 9th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 23rd June, 1904.

## Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain R. H. Cooke, will be despatched as above, TO-MORROW, the 9th instant, at Daylight.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 8th July, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI (JAPAN) AND SALINA CRUZ (MEXICO).

THE Steamship

"CLAVERING,"

Captain D. Bagg, will be despatched for the above Ports, on MONDAY, the 11th instant, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN,  
Superintendent.

Hongkong, 6th July, 1904.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Capt. Maganini, will be despatched as above, on TUESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 6th July, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 7th July, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE,"

Captain Oliver, will be despatched for the above Ports, on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th July, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 2nd July, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 1st July, 1904.

## HONGKONG-AVERAGE MARKET PRICES.

Corrected 1st July, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B.....18  
" Corned—Ham Ngau Yuk.....18  
" Roast—Shiu.....18  
" Breast—Ngau Lam.....13  
" Soup, Tong Yuk.....14  
" Steak—Ngau Yuk Pa.....18  
" Serjain—Ngau Lau.....26  
" Sausages—Ngau Yuk Chung.....26  
Bullock's Brains—Know.....per set 9  
" Tongue fresh—Ngau Li.....each 45  
" Corned—Ham Ngau Li.....45  
" Head—Ngau Tau.....65  
" Heart—Ngau Sum.....9  
" Hump, Salt—Ngau Kin.....14  
" Feet—Ngau Kerk.....each 8  
" Kidneys—Ngau Yiu.....8  
" Tail—Ngau Mei.....16  
" Liver—Ngau Con.....9  
" Tripe (undressed)—Ngau To.....5  
Calves' Head and Feet—Ngau chaitau-keok.....set 75  
Mutton Chop—Yeung Pai Kw.....24  
" Leg—Yeung Pei.....24  
" Shoulder—Yeung Shau.....24  
Pigs' Chitlings—Chi cheong.....2  
" Brains—Chi Know.....per set 2  
" Feet—Chi Kerk.....12  
" Fry—Chi Chak.....12  
" Head—Chi Tau.....15  
" Heart—Chi Sum.....8  
" Kidneys—Chi Yiu.....pair 7  
" Liver—Chi Koon.....24  
Pork, Chop—Chi Pai Kwat.....23  
" Corned—Ham Chu Yuk.....18  
" Leg—Chu Pei.....24  
" Fat or Lard—Chu Yau.....18  
Sheep's Head and Feet—Yeung Tau  
Keok.....set 50  
" Heart—Yeung Sum.....each 6  
" Kidneys—Yeung Yiu.....10  
" Liver—Yeung Con.....22  
Sucking Pigs, To Order—Chu Chai.....16  
Suet, Beef—Sang Ngau Yau.....20  
" Mutton—Sang Yeung Yau.....17  
Veal—Ngau Chai Yuk.....18  
" Sausages—Ngau Chai Yuk Tong.....15

POULTRY.

Chicken—Kai Chai.....14  
Capons, Large, Small—Sin Kai.....32  
Ducks—Ap.....20  
Doves—Pan Kau.....each 3  
Eggs, Hen—Kai Tai.....per doz 20  
Fowls, Canton—Kai.....36  
" Hainan—Hoi Nam Kai.....30  
Geese—Ngai.....20  
Geese, Wild Shanghai—Sheung Hoi Ye  
Ngo.....pair 2  
Musk Deer—Wong Keng.....each 1  
Hare—Tu Chai....."  
Partridge—Che Khoo.....pair 1  
Pheasant—Shan Kai.....pair 35  
Pigeons, Canton—Pak Kup.....each 30  
" Hoihow—Hoihow Pak Kup.....30  
Quail—Um Chun.....dozen 10  
Rice Birds—Wo Fa Cheuk.....dozen 10  
Snipe—Sa Chui.....each 10  
Turkeys, Cock—Fo Kai Kung.....70  
" Hen.....60  
Wild Ducks, Shanghai, Sui-ap.....pair 1  
Teal, Shanghai, Sui Ap Chai.....each 5  
Wild Ducks Canton—Sang Shing Sui  
Apta.....per pair 1

FISH.

Barbel—Ka Yu.....14  
Bream—Bin Yu.....15  
Canton Fresh Water Fish—Hoi Sin Yu.....14  
Carp—Li Yu.....15  
Catfish—Chik Yu.....24  
Codfish—Mun Yu.....24  
Crabs—Hai.....15  
Cuttle Fish—Muk Yu.....13  
Dab—Sa Mang Yu.....13  
Dace—Wong Mei Lun.....12  
Dog Fish—Tit Tu Sa.....8  
Eels, Congor—Hai Man Yu.....18  
" Fresh water—Tam Sui Yu.....13  
" Yellow—Wong Sin.....24  
Frogs—Tien Kai.....28  
Garoupa—Sek Pan.....45  
Gudgeon—Pak Kup Yu.....11  
Herring—Tso Pak.....18  
Halibut—Cheung Kwan Yu.....16  
Labrus—Wong Fa Yu.....16  
Loach—Wu Yu.....9  
Lobsters—Lung Ha.....24  
Mackerel—Chi Yu.....18  
Monk Fish—Mon Yu.....20  
Mullet—Chai Yu.....18  
Oysters—Sang Hoo.....13  
Parrotfish—Kai Kung Yu.....15  
Perch—Tau Loo.....14  
Pike—Fa Paw, Poong.....15  
Fluke—Pan Yu.....15  
Pomfret, Black—Hak Cheung.....22  
Pomfret, White—Pak Cheung.....22

FRUITS.

Almond—Huang Yan.....20  
Apples, (California)—Kam San Ping.....50  
" (Chefoo)—Tin Chun Ping....."  
" Small—Hoi Tong....."  
" Custard—Fan Lai Chi.....each 1  
Bananas, fragrant, Canton—Sang Sheng  
Heung Chiu.....4  
" (brides), Macao—Sang Heung Chiu.....3  
Chestnuts, Chinese—Foong Lut.....15  
Carambola—Yeung Tou.....8  
Cocoanuts—Yeh Tse.....each 8  
Grapes—Sin Tai Tse....."  
Lemons, China—Ning Moong.....12  
" Amer.—Kum San Ning Moong.....8  
Lichees, Dried—Lai Chi Con.....15  
" Fresh, Lai Chi.....8  
Limes, (Saigon)—Sai Kung Ning  
Moong.....each 10  
Mango, Manila—Lui Sung Moong.....8  
Mango, Saigon—Sai Kung Moong....."  
Mangosteens, San Chuk Tse.....doz. 1  
Oranges, (Canton)—Sang Sheng Tim  
Chang.....15  
" Small—Tai Kut....."  
" Mandarin—Tim Kut.....8  
Olives—Pak Lam....."  
Pears, (American)—Kam San Shui Li.....10  
" (Canton), Cooking—Sa Li.....10  
" (Shanghai)—Sheung Hoi Li....."  
Peanuts—Fa Sang.....10  
Persimmons Large, Hung Chie.....12  
Pine-apples, 1st quality—Sheung Poon  
Ti Paw-law.....each 12  
" and cooking—Chung-tang  
Paw-law....."  
Platams—Tai Chen.....2  
Plums, Swatow—Hung Lai.....8  
Pumelo, Siam—Chim Lo Yau.....25  
Walnuts, Hop Tou.....12  
" Green—Sang Hop Tou....."

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah  
Chi Chank....."  
Beans, (French) Macao—Oh Moon Pin  
Tau.....10  
Beans, (French), Shanghai—Sheung Hoi  
Pin Tau....."  
Beans, Sprout—Ah Choi.....2  
Beans Long—Tau Kok.....4  
Beet Root—Hung Choi Tau.....each 2  
Brinjals, Green—Cheng Yuen Ker.....3  
Brinjals, Red—Hung Ker.....4  
Brassica—Pak Choi.....5  
Bamboo Shoots—Chook Shun.....10  
Cabbage, Chinese, com.—Kai Choy.....4  
Cabbage Root—Kai Lan Tau.....each 2  
Cabbage, (Shanghai)—Yeh Choi.....12  
Cane Shoot, bunch—Kau Shun.....2  
Cauliflower, Large size—Tai Yeh Choi  
Fa.....each 1  
Cauliflower, Medium size—Cheung Yeh  
Choi-fa.....each 1  
Cauliflower, Small size—Sai Yeh Choi-fa....."  
Carrots—Kam Shun.....5  
Celery, Chinese—Tong Kan Choy.....6  
Celery, English—Yeung Kan Choy.....10  
Celery, White—Pak Yeung Kan Choy.....10  
Chilies Dried—Con Lat Chia.....20  
" Red—Hung Fa.....10  
" Green—Cheng Lat Chia.....5  
Curry Stuff, English—Ka Lee Choi Liu  
Cucumbers—Cheng Kwa.....3  
Bitter Squash—Fu Kwa.....5  
Garlic—Suen Tau.....6  
Ginger, young—Sun Tse Keung.....6  
" old—Lo Keung.....4  
Horse Radish, Shanghai—Lik Kan.....20  
Indian Corn—Suk Mai.....piece 3  
Lettuce—Yeung Sang Choi.....each 1  
Water Chestnuts—Ma Tai.....5  
" Mandarin—Kwei Lum Ma Tai.....7  
Mushrooms Fresh—Sang Cho Kho.....5  
Onions, Bombay—Yeung Chung Tau.....30  
" Green—Sang Chung.....3  
" Shai—Sheung Hoi Chung Tau.....3  
" Japan—Yat Poon....."  
Okroes—Mo Ker.....13  
Parsley, English—Ye

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISING RATES.

(per inch.)

One week	2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES

## PAMPHLETS.

## CARDS.

## CIRCULARS

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong

## For Sale.

## FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong 20th May, 1904

## FOR SALE.

ONE ICE-MAKING MACHINE with  
GAS ENGINE complete.

For full Particulars, apply to

HUGHES &amp; HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904. [769]

## FOR SALE.

INCANDESCENT  
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

—MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &amp;c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 20th May, 1904. [31]

## Intimations.

**Sanitas**  
Purifying Agent  
Indispensable in Hot Countries.

Unequalled

Purifying Agent

AND IS

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for

general or personal use it is thoroughly effective.

It completely disinfects the house in which

it is used, and administered internally prevents

Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a powerful

antiseptic and deodorant than carbolic acid.

Besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical

faculty for use in hot climates because of its

fine disinfecting qualities and its fragrance.

Klingzett's Fumigating Candles

supply the safest and most convenient means

of sulphur fumigation. For the disinfection

of infected places, bedding, clothing, etc.,

they are both efficacious and economical.

Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN, LONDON, E.

TRADE MARK

CURES

MEN &amp; WOMEN

BIG 6 is a non-poisonous

remedy for any venereal

discharge and inflammation.

It cures gonorrhoea, syphilis,

guaranteed not to recur.

Prevents contagion.

Circulation on request.

THE BRASS CHEMICAL CO.

CHINNATI, O.

U.S.A.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are, warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1904.

## Shipping.

Arrivals.

Baron Cawdor, Br. s.s., 2,053, A. H. Denke,

7th July, Barry Dock 19th April, Coal.

A. K. &amp; Co.

Mifcoo, Ch. s.s., 1,320, J. Whiteford, 7th July,

Canton 7th July, Gen.—C. M. S. N. Co.

Bithonia, Ger. s.s., 6,569, Hildebrandt, 8th

July, Singapore 3rd July, Gen.—H. A. L.

Simongan, Dut. s.s., 1,202, J. F. van Toll, 8th

July, Sourabaya 20th June, Gen. and

Sugar—Yuen Fat Hong.

Jacob Diederichsen, Ger. s.s., 623, B. Olsen,

8th July, Pakhoi 5th July, and Holbow

7th, Gen.—J. &amp; Co.

Solace, Am. transport, Bull, 8th July, Woo-

sung 5th July, Ballast—Government.

Shansi, Br. s.s., 1,223, J. G. Carnaghan, 8th

July, Canton 7th July, Gen.—B. &amp; S.

Helene Rickmers, Ger. s.s., 2,255, G. Wancke,

8th July, Moji 2nd July, Coal—A. K. &amp;

Co.

Apenrade, Ger. s.s., 611, A. P. Uiderup, 8th

July, Haiphong 6th July, Gen.—J. &amp; Co.

Nankin, Br. s.s., 2,357, H. W. Kennich, 8th

July, Moji 4th July, Gen.—P. &amp; O. S. N.

Co.

Oanfa, Br. s.s., 5,676, T. Bartlett, 8th July,

Liverpool via Singapore 4th July, Gen.—

B. &amp; S.

Macquarie, Br. s.s., 2,073, St. John George, 8th

July, Kobe via Moji and Amoy 21st June,

Gen.—G. L. &amp; Co.

Adamastor, Portuguese cruiser, 1,800, Ribeiro,

8th July, Macao 8th July.

Mathilde, Ger. s.s., 678, G. Schalkier, 8th

July, Swatow 7th July, Gen.—J. &amp; Co.

## Clearances at the Harbour Office.

Dagmar, for Nagasaki.

Wingchai, for Macao.

Paul Beau, for Canton.

Cilius, for Saigon.

Meifoo, for Shanghai.

Takhang, for Bangkok.

Pak Kong, for West River.

Pakhoi, for Amoy.

Tak Hing, for West River.

Yingking, for Canton.

Wo Ping, for West River.

Yuenyang, for Manila.

Shanti, for Hongay.

Pentakota, for Amoy.

An Pho, for Saigon.

Baron Cawdor, for Sasebo.

Kwonglung, for Canton.

Anepa, for Sourabaya.

Departures.

July 8.

Montcalm, Fr. battleship, for Shanghai.

Sully, Fr. battleship, for Shanghai.

Guadon, Fr. battleship, for Shanghai.

Vigilante, Fr. gunboat, for Shanghai.

Pride, Fr. torpedo-boat, for Shanghai.

Candia, for Colombo.

Thaler, for Swatow.

Chunshan, for Swatow.

Chihli, for Swatow.

Yega, for Japan.

Takung, for Bangkok.

Kwongang, for Canton.

Feiching, Canton.

Yuenyang, for Manila.

Dagmar, for Nagasaki.

Pakhoi, for Shanghai.

Meifoo, for Shanghai.

Passengers departed.

Per Oanfa, from Singapore—450 Chinese.

Per Macquarie, from Japan—Messrs. Hinton,

Meyer and Thomas.

Shipping Report.

Str. Oanfa from Liverpool—Moderate S.W.

breeze, and fine weather.

Str. Simongan from Sourabaya—Fine weather,

with strong S.W. monsoon from 12° N.

till here, sea moderate.

Str. Nankin from Moji—Fine weather leaving

there, heavy weather off North end of For-

mosa, typhonic disturbance.

Str. Macquarie from Kobe, etc.—Left there

on 21st ult., arrived Moji following day, left

for Amoy on 23rd; Sunday 26th experienced

heavy E.S.W. swell, with increasing wind and

sea and falling bar, midnight anchored under

Matsu Island for shelter, lowest bar reading

29.53; Monday evening proceeded heavy head

sea and strong wind still prevailing with much

rain, arrived there on 28th, departed on 7th

inst. experienced light S.W. winds, and fine

clear weather with smooth sea to Hongkong.

Vessels in Port.

Steamers.

An Pho, Br. s.s., 666, J. Kynoch, 30th June,

Saigon 26th June, Rice—Chinese.

Athenian, Br. s.s., 2,440, S. Robinson, 4th

July, Vancouver, B.C. 6th June, and

Shanghai 1st July, Gen.—C. P. R. Co.

Bourbon, Fr. s.s., 1,500, Antoni, 7th July,

Canton 6th July, Gen.—Man Fat.

Clavering, Br. s.s., 2,154, D. Barton, 3rd July,

Salina Cruz 28th May, and Moji 27th June,

Ballast—C. S. S. Co.

Doric, Br. s.s., 2,936, H. Smith, R.N.R., 2nd

July, San Francisco 1st June, Honolulu

8th, Yokohama 21st, Kobe 25th, Nagasaki

27th, and Shanghai 29th, Mails and Gen.

—O. &amp; S. S. Co.

Empress of Japan, Br. s.s., 3,039, Henry

Pybus, R.N.R., 5th July, Vancouver via

Ports 13th June, and Shanghai 2nd July,

Mails and Gen.—C. P. R. Co.

Foo Shing, Br. s.s., 1,423, T. Arthur, 5th July,

Moji 29th June, Coal—J. M. &amp; Co.

General Alava, Am. transport, Whitton, 20th

June, Cavite 17th June.

Hainan, Br. s.s., 636, W. C. Passmore, 24th

June, Kobe 19th June, Ballast—D. L. &amp;

Co.

Hinsang, Br. s.s., 1,424, W. E. Sawyer, 30th

June, Saigon 26th June, Rice—J. M. &amp;

Co.

Hongkong, Fr. s.s., 742, A. Suzzoni, 7th July,

Haiphong and Holbow 6th July, Gen. and

Pigs—A. R. M.

Iechia, Ital. s.s., 2,784, M. Dante, 5th July,

Singapore 29th June, Gen.—C. &amp; Co.

Kohsichang, Ger. s.s., 1,292, S. Simonson, 4th

July, Bangkok 28th June, Rice and

Wood—B. &amp; S.

Lightning, Br. s.s., 2,122, J. G. Spence, 6th

July, Calcutta 1st June, Penang and

Singapore 1st July, Gen.—D. S. &amp; Co.,

Ld.

Mausang, Br. s.s., 1,644, S. J. Payne, 25th June,

Sandakan 20th June, Timber—J. M. &amp;

Co.

M. Struve, Ger. s.s., 666, P. Brandt, 6th July,

Tamsul 3rd July, Amoy 4th, and Swatow

5th, Gen.—O. S. K.

Onsang, Br. s.s., 1,787, J. T. Davies, 1st July,

Java 22nd June, Sugar—J. M. &amp; Co.

Pentakota, Br. s.s., 2,209, R. H. Coope, 7th

July, Singapore 1st July, Gen.—J. M. &amp;

Co.

Phranang, Ger. s.s., 1,021, F. Mangelsdorf, 30th

June, Bangkok 16th June, Rice—B. &amp; S.

Rajaburi, Ger. s.s., 1,189, D. Reimers, 6th

July, Bangkok 29th June, Rice and

Lumber—B. &amp; S.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th July,

Manila 2nd July, Hemp and Gen.—S. T.

&amp; Co.

Ruth, Nor. s.s., 2,239, Thos. Hellesnes, 7th July,

Kuchinatru 1st July, Coal—M. R. K.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,

New York 4th May, Gen. and Case Oil—

D. &amp; Co. Ld.

Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June,

—Australian Ports 4th June, and Manila

23rd June, Gen.—B. &amp; S.

Themis, Nor. s.s., 1,209, T. Thamsen, 6th

July, Kobe and Moji 30th June, Gen.—

Chinese.

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain H. Sellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY the 11th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th June, 1904.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo. Passengers' accommodation in this vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia due in London on the 29th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st July, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	July 12
Hyades	3,753	Geo. Wright	Ab. July 31
Shawmut	9,666	W. M. Smith	Sept. 1
Tremont	9,666	T. W. Garlick	Oct. 1
Shawmut	9,666	W. M. Smith	...
Tremont	9,666	T. W. Garlick	...

† Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut, 9,666 (W. M. Smith), Ab. Aug. 12  
Tremont, 9,666 (T. W. Garlick), Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL, &amp; CO., LIMITED,

General Agents.

Queen's Buildings

Hongkong, 6th July, 1904.

## Consignees.

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

## THE Company's Steamship

## "PENTAKOTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. TO-MORROW, the 8th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 7th July, 1904.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 12th instant, at 10 A.M.

All Claims must reach us before the 18th of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co., Agents.

Hongkong, 5th July, 1904.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 8th inst., at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON &amp; Co., LIMITED,

Agents.

Hongkong, 6th July, 1904.

## FROM HAMBURG, EMDEN, ANTWERP, PENANG AND SINGAPORE.

## THE H. A. L. Steamship

## "BADENIA,"

Captain Rörden, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th July, 1904.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "DORIC,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 2nd July, 1904.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson.

—Shewan, Tomes &amp; Co., Agents.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	85,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903.	6 1/2 %	\$660 sales
National Bank of China, Limited.	4,453	£10	£8	\$175,533		\$2 (London 3/6) for 1903	5 1/2 %	London 66 1/2
Do. (Founders)	750	£1	£1	\$191,973	\$21,668	None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,343 \$312,131	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,744	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 %	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902.	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$125,675 \$2,501	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$29 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$127
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	6 1/2 %	\$33 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 30	Tls. 30	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 buyers
Do. (Preference)	100,000					Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$186 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.70 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$217 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	8 %	Tls. 152 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$255
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750					\$7 dividend	6 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,989 \$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	8 %	Tls. 140 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 %	Tls. 120 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	Tls. 50	Tls. 50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	Tls. 501	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$20
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$300,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 64 1/2 sales
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,300	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2 sales
Hongkong Electric Company, Limited	39,000	\$10	\$10	none	\$3,453	90 cents for year ending 30.4.1903	6 1/2 %	\$14 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	45 cents	5 1/2 %	\$8 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	1 div. and 2 1/2 bonus for 1902	7 1/2 %	Tls. 112 1/2 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 8 1/2 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 607	Final of 37/6 making 52/6 for 1903	6 %	Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$14 making \$31 for 1903	12 %	\$29 1/2 sales
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,852	Final of \$7 making \$12 for year ended 29.2.04	9 1/2 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$248 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$255
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,383	\$20 for year ending 30.11.1903	7 1/2 %	\$260 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$14 for year ending 31.7.1903	7 %	\$18 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000	\$119	90 cents for year ended 31.5.1903	8 1/2 %	\$104 buyers
Do. (Founders)	100	\$10	\$10			\$19.70	14 1/2 %	\$170 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,470	None		\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$17 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$81
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
Maatschappij tot Mijl., Bosch- en Landbouw- exploitatie in Langkat	45,000	Ga. 100	Ga. 100	Tls. 334,660 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10 paid 15.3.04	14 %	Tls. 292 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 43,000	Tls. 10,247	Final of Tls. 5 for 1903	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1901	9 %	Tls. 125 sales
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,253	Final of \$1.20 making \$1.70 for 1903	12 %	\$23
Do. (Founders)	123					None		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			First year		\$7 1/2
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Kat Brothers, Limited	10,000	\$100		\$375,000		\$13 for 1903	9 1/2 %	Tls. 135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.6.1903	8 %	\$32 1/2 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$95 sales
Maynard and Company, Limited	5,400	\$10	\$10	none	\$803	\$5 for year ended 31.10.1903	8 %	\$6 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	10,000	\$50	\$50			First year		\$50
South China Morning Post, Limited	10,000	\$25	\$25			First year		\$25